

**REMARKS OF ANDREW B. STEINBERG**  
**ASSISTANT SECRETARY FOR AVIATION**  
**AND INTERNATIONAL AFFAIRS**  
**U.S. DEPARTMENT OF TRANSPORTATION**

**BEFORE THE AEROSPACE INDUSTRIES ASSOCIATION**  
**BOARD OF GOVERNORS**  
**WILLIAMSBURG, VIRGINIA**  
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THANK YOU \_\_\_\_\_ FOR THE INTRODUCTION. I APPRECIATE THE OPPORTUNITY TO SHARE SOME THOUGHTS ON THE ISSUE OF AVIATION'S ENVIRONMENTAL IMPACT, A TOPIC WHICH IS GETTING A LOT OF ATTENTION LATELY, AND DESERVEDLY SO.

JUST LAST WEEK I REPRESENTED OUR GOVERNMENT AT ICAO'S COLLOQUIUM ON AVIATION EMISSIONS IN MONTREAL, WHICH BENEFITED FROM CONTRIBUTIONS FROM SCIENTISTS, AVIATION POLICYMAKERS AND STAKEHOLDERS FROM AROUND THE WORLD, INCLUDING AIA'S HOWARD AYLESWORTH AND MANY OTHER NOTED AEROSPACE PROFESSIONALS. WHILE THAT EVENT COVERED BOTH LOCAL AIR QUALITY – TRADITIONALLY, ALONG WITH NOISE, THE FOCUS OF MOST ENVIRONMENTAL CONTROVERSIES IN THE U.S. -- GREENHOUSE GAS EMISSIONS GOT THE FRONT BILLING IN MONTREAL.

SO MY DISCUSSION TODAY WILL FOCUS ON GREENHOUSE GAS EMISSIONS. IT'S NOT AN EXAGGERATION TO SAY THAT GROWING PUBLIC CONCERN OVER EMISSIONS REPRESENTS A SERIOUS BARRIER TO AVIATION GROWTH, MUCH LIKE CONGESTED AIRSPACE, OVER THE LONG-TERM. THERE ARE PLENTY OF EXAMPLES IN EUROPE. IN THE U.K., AVIATION EMISSIONS HAVE BEEN CITED AS A MAJOR FACTOR IN DETERMINING WHETHER THERE WILL BE NEEDED RUNWAY EXPANSION IN THE U.K. IN EUROPE, THERE ARE FACTIONS WORKING TO CURTAIL AVIATION GROWTH REGARDLESS OF THE BENEFITS IT OFFERS TO THE ECONOMY AND QUALITY OF LIFE. MORE AND MORE OFTEN ENVIRONMENTALISTS THERE FREELY LABEL AVIATION A "ROGUE INDUSTRY", ALONGSIDE BIG TOBACCO. THE LARGEST RETAILER IN THE U.K. HAS DECIDED TO NO LONGER IMPORT FOOD AND FLOWERS FROM KENYA BECAUSE OF THE SO CALLED "CARBON FOOTPRINT." BUT MOST OMINOUSLY, EUROPE IS MOVING QUICKLY TOWARD THE UNILATERAL IMPOSITION OF AN EU-DESIGNED AVIATION EMISSIONS TRADING SYSTEM.

ONE THING IS FOR SURE: THIS SHIFT IN THE EUROPEAN VIEW TOWARD AVIATION SEEMINGLY HAPPENED OVERNIGHT. WE SHOULD NOT BE SO FOOLISH AS TO PRESUME THAT IT CAN'T HAPPEN HERE IN THE U.S.

THE ICAO CONFERENCE SHOWED THAT WHILE THE PROBLEM OF GREENHOUSE GAS EMISSIONS IS VERY REAL AND THEREFORE MUST BE ADDRESSED IN A SYSTEMATIC AND SCIENTIFICALLY SOUND WAY, AVIATION

EMISSIONS ARE **NOT** IN FACT GROWING OUT OF CONTROL. AVIATION STILL REPRESENTS A RELATIVELY SMALL 2-3% OF ALL GREENHOUSE GAS EMISSIONS. AND THE ENCOURAGING NEWS IS THAT WHEN COMPARED TO 2000, AS OF LAST YEAR, THE WORLD'S SINGLE LARGEST AND MOST ADVANCED AVIATION MARKET – THE UNITED STATES -- WAS MOVING SOME 12% MORE PASSENGERS (OR 78 MILLION PEOPLE) AND 22% MORE FREIGHT (OR 5.4 BILLION REVENUE TON MILES) WHILE PRODUCING **FIVE PERCENT LESS** (OR 10.5 MILLION FEWER) TONS OF CARBON GASES. WE ARE BECOMING MUCH MORE FUEL AND ENVIRONMENTALLY EFFICIENT IN THE U.S.

MOREOVER, THE AVIATION INDUSTRY HAS MADE AND CONTINUES TO MAKE SIGNIFICANT STRIDES IN FUEL EFFICIENCY. TODAY'S NEW AIRCRAFT COMPARE FAVORABLY WITH A COMPACT CAR FOR FUEL EFFICIENCY. AND WITH FUEL REPRESENTING ALMOST 30% OF COSTS FOR MOST AIRLINES IN THE U.S., THE PRICE OF FUEL HAS ALREADY CREATED A HUGE MARKET-BASED INCENTIVE TO REDUCE CONSUMPTION -- AND HENCE EMISSIONS -- WITHOUT DRACONIAN GOVERNMENTAL ACTION.

THE WORLD AVIATION COMMUNITY ALREADY AGREES ON THE IMPORTANCE OF SHRINKING AVIATION'S ENVIRONMENTAL FOOTPRINT, WHILE MAINTAINING GROWTH IN PASSENGER AND CARGO TRAFFIC. INDEED, IN 2004, ICAO ADOPTED GOALS AIMED AT LIMITING OR REDUCING THE IMPACTS FROM NOISE, LOCAL AIR QUALITY, AND GREENHOUSE GAS EMISSIONS. NOT

SURPRISINGLY, THERE IS NOT UNANIMITY AMONG ICAO STATES AS TO PRIORITIES OR THE EFFICACY OF ANY PARTICULAR MEASURES. BUT, THERE IS WIDESPREAD THAT CONSENSUS. IT IS VITAL TO WORK TO **HARMONIZE** OUR APPROACHES THROUGH ICAO BASED ON NOTIONS OF GOOD SCIENCE, RECIPROCITY AND CONSENT.

SO, HOW DO WE MOVE FORWARD IN TACKLING THE PROBLEM OF AVIATION GREENHOUSE GAS EMISSIONS? TO BEGIN WITH, WE SHOULD UNDERSTAND THE PROBLEM IN CONTEXT. CLIMATE CHANGE AND ENERGY INDEPENDENCE ARE TOPICS OF GREAT IMPORTANCE TO THE BUSH ADMINISTRATION AND HAS RESULTED IN A STRATEGY WITH THREE KEY ELEMENTS: COLLECT THE FACTS WE NEED TO MAKE INFORMED DECISIONS . . . INVEST IN LONG-TERM TECHNOLOGIES . . . AND TAKE PRACTICAL, COST-EFFECTIVE, NEAR-TERM STEPS TO REDUCE PETROLEUM USE AND CARBON DIOXIDE EMISSIONS WITHOUT DAMAGING THE U.S. ECONOMY.

IN SUPPORT OF THIS STRATEGY, THE DEPARTMENT OF TRANSPORTATION HAS ALSO EMBARKED ON AN ENVIRONMENTALLY-FRIENDLY CONGESTION INITIATIVE, DESIGNED TO CURB FUEL CONSUMPTION WHILE COMBATING THE GRIDLOCK PLAGUING OUR ROADS AND SKIES. THE KEY CONTRIBUTIONS THAT WE CAN MAKE TO REDUCING PETROLEUM CONSUMPTION AND GREENHOUSE GAS EMISSIONS ARE OPTIMIZING THE USE AND FIXING THE BOTTLENECKS IN OUR TRANSPORTATION SYSTEMS; ..... HELPING SHAPE

OUR TRANSPORTATION INFRASTRUCTURE TO ACCOMMODATE NEW FUELS AND NEW TECHNOLOGIES AS THEY ARE INTRODUCED; AND . . . ESTABLISHING SUSTAINABLE FUNDING FOR TRANSPORTATION INFRASTRUCTURE BASED ON PRICING SCARCITY.

OUR STRATEGY FOR AVIATION EMISSIONS IS CONSISTENT WITH THIS OVERALL APPROACH. THE UNITED STATES BELIEVES THERE ARE FIVE “PILLARS” THAT SHOULD UNDERPIN ANY COMPREHENSIVE SOLUTION.

FIRST, WE MUST ***IMPROVE OUR SCIENTIFIC UNDERSTANDING*** OF THE IMPACTS OF AVIATION EMISSIONS. WHILE CO<sub>2</sub>'S IMPACTS ARE UNDERSTOOD, THE LEVELS OF UNDERSTANDING OF THE IMPACTS OF OTHER EMISSIONS -- ESPECIALLY FROM AIRCRAFT AT HIGHER ALTITUDES -- RANGE FROM FAIR TO POOR. ONE THING THAT STRUCK ME IN MONTREAL IS THAT ON BASIC ISSUES CONCERNING AVIATION EMISSIONS -- LIKE HOW TO MEASURE THEM -- THE WORLD'S SCIENTISTS DON'T YET FULLY AGREE. TOO MUCH IS AT STAKE HERE, GIVEN THE IMPORTANCE OF CIVIL AVIATION TO OUR ECONOMIES, TO MAKE DECISIONS HASTILY WITHOUT DATA. WE MUST ENSURE THAT WE DEAL WITH REAL AND NOT IMAGINED PROBLEMS, CORRECTLY MEASURE ENVIRONMENTAL IMPACT OF VARIOUS ACTIVITIES, AND DESIGN APPROPRIATE MEASURES TO MITIGATE THEIR EFFECTS. WE NEED TO APPROACH AVIATION EMISSIONS AS PART OF AN OVERALL STRATEGY TO DEAL WITH ENERGY AND THE ENVIRONMENT.

SECOND, WE MUST ***ACCELERATE IMPLEMENTATION OF OPERATIONAL IMPROVEMENTS IN AIR TRAFFIC MANAGEMENT*** FROM GATE TO GATE TO REDUCE FUEL BURN (AND EMISSIONS). THE FACT IS, THE BASIC METHODOLOGY FOR CONTROLLING AIR TRAFFIC HAS NOT CHANGED IN FIFTY YEARS, IS NOW OUTMODED, AND IS INCREASINGLY INEFFICIENT. IN THE UNITED STATES WE CAN ALREADY PREDICT THAT OUR SYSTEM WILL BE GRIDLOCKED IN THE NOT-TO-DISTANT FUTURE IF WE DON'T FUNDAMENTALLY ALTER ATC. DELAYS AND EXCESS GREENHOUSE GAS EMISSIONS ARE SYMPTOMATIC OF THE SAME ILLNESS. THUS IMPROVING THE ENERGY EFFICIENCY OF THE AVIATION SECTOR HAS THE DUAL BENEFIT OF TACKLING BOTH ENVIRONMENTAL AND SYSTEM CAPACITY ISSUES.

IF WE WANT TO REDUCE JET FUEL CONSUMPTION AND AIRCRAFT EMISSIONS WITHOUT DISCOURAGING AIR TRAVEL, WE MUST TRANSFORM OUR AVIATION SYSTEM AND OPTIMIZE AIR TRAFFIC CONTROL. THAT'S WHY WE NEED AN FAA REAUTHORIZATION BILL PASSED BY THE CONGRESS THAT ALLOWS US TO BUILD THE NEXT GENERATION AIR TRANSPORTATION SYSTEM—NEXTGEN FOR SHORT – AS QUICKLY AS POSSIBLE. AT THE CORE OF NEXTGEN ARE INFRASTRUCTURE AND OPERATIONAL CAPABILITIES TO OPTIMIZE AIR TRAFFIC MANAGEMENT—WHICH, IN TURN, REDUCE CONGESTION AND DELAYS IN THE SYSTEM, SAVE TRAVEL TIME FOR THE PUBLIC, AND IMPROVE ENERGY CONSERVATION AND EMISSIONS.

AIR TRAFFIC EFFICIENCY CAN YIELD ENVIRONMENTAL IMMEDIATE BENEFITS. FOR EXAMPLE, THE U.S. HAS SAVED MILLION TONS OF CARBON EMISSIONS OVER THE PAST COUPLE OF YEARS JUST BY PUTTING REDUCED VERTICAL SEPARATION MINIMUM (RVSM) IN US AIRSPACE. WE ARE STEPPING UP IMPLEMENTATION OF **PERFORMANCE-BASED NAVIGATION** TECHNIQUES – RNAV, RNP AND OTHER PROCEDURES -- TO FURTHER IMPROVE THE OVERALL EFFICIENCY OF THE SYSTEM. WE THINK PERFORMANCE BASED NAVIGATION IS NOT JUST A STRATEGY FOR CONGESTION – IT’S A GREEN STRATEGY AS WELL.

AS YOU KNOW, RNAV PROCEDURES CREATE MORE LANES IN LIMITED AIRSPACE. PILOTS CAN REROUTE AROUND WEATHER, AND RNAV HELPS AIRCRAFT AVOID LONGER ROUTES. IT IS ALREADY SAVING ABOUT 8.5 MILLION DOLLARS PER YEAR ANNUALLY AT DFW. DELTA REPORTS SAVINGS OF 36 MILLION DOLLARS ANNUALLY AT ATLANTA. WE’RE ALSO SEEING CAPACITY BENEFITS WITH RNAV. AT DFW, RNAV DEPARTURES ARE ALLOWING BETWEEN ELEVEN AND TWENTY ADDITIONAL OPERATIONS PER HOUR. RESULTS ARE SIMILAR AT ATLANTA, WITH AN ADDITIONAL 10 DEPARTURES PER HOUR.

RNP IS MAKING THE SAME KIND OF HEADWAY. RNP TAKES ADVANTAGE OF AN AIRPLANE’S ONBOARD NAVIGATION CAPABILITY TO FLY A MORE PRECISE FLIGHT PATH INTO AN AIRPORT. ALASKA AIRLINES REPORTED MORE THAN

980 “DIVERSION SAVES” IN 2006 WHEN AN AIRPLANE NORMALLY WOULD HAVE TO BE DIVERTED BECAUSE OF WEATHER. WE HAVE 37 RNP APPROACHES IN PLACE AT 17 AIRPORTS WITH ANOTHER 34 APPROACHES TO COME BY THE END OF THE YEAR. AND SOUTHWEST HAS DECIDED TO EQUIP ITS ENTIRE FLEET TO BE RNP CAPABLE. WHILE THE ECONOMICS ARE OBVIOUS, BUT THE ENVIRONMENTAL BENEFITS ARE JUST AS IMPORTANT. THERE ARE NO HIGH-THRUST, NOISY GO-AROUNDS. SO WHEN YOU’RE IN AN ENVIRONMENTALLY SENSITIVE AREA LIKE JUNEAU, ALASKA, RNP IS WORTH ITS WEIGHT IN GOLD.

PERFORMANCE-BASED NAVIGATION IS NOT ONLY AN IMPORTANT PART OF THE U.S. NEXTGEN PLAN, IT IS TAKING HOLD ELSEWHERE. IN FACT, ICAO JUST PUBLISHED A MANUAL FOR PERFORMANCE-BASED NAVIGATION. WORKING TOGETHER WITH EUROCONTROL, FAA WILL BE TEACHING COURSES JOINTLY IN ALL ICAO REGIONS, INCLUDING BURGEONING AVIATION MARKETS LIKE INDIA, STARTING IN SEPTEMBER. THEY’LL CONCLUDE THE FOLLOWING SUMMER.

THIRD, WE MUST ***HASTEN THE DEVELOPMENT OF PROMISING ENVIRONMENTAL IMPROVEMENTS IN AIRCRAFT TECHNOLOGY.*** THE VAST MAJORITY OF ENVIRONMENTAL GAINS IN AVIATION OVER THE LAST THREE DECADES CAME FROM ENHANCEMENTS IN ENGINES AND AIRFRAME TECHNOLOGY, NOT FROM LIMITING GROWTH. THAT’S WHY WE’VE MADE WAYS TO PROMOTE SUCH NEW TECHNOLOGIES A PART OF OUR NEXT GEN



INITIATIVE. WE CURRENTLY HAVE LEGISLATION BEFORE OUR CONGRESS THAT WOULD CREATE A RESEARCH CONSORTIUM FOCUSED ON ACCELERATING THE MATURING OF LOWER ENERGY, EMISSIONS AND NOISE TECHNOLOGY FOR AIRCRAFT. UNFORTUNATELY, THE SENATE HASN'T INCLUDED ALL OF THESE PROVISIONS IN ITS DRAFT FAA REAUTHORIZATION BILL. SO, WE'LL BE WORKING WITH THEM ON SOME OF THE WITH PROJECTS THAT DIDN'T MAKE IT, SUCH AS A PROGRAM FOR THE DEMONSTRATION OF ENVIRONMENTALLY-FRIENDLY FLIGHT PROCEDURES.

FOURTH, IT IS IMPERATIVE TO ***EXPLORE THE POTENTIAL OF ALTERNATIVE FUELS IN AVIATION*** WHICH CAN IMPROVE EMISSIONS PERFORMANCE AT BOTH THE LOCAL AND GLOBAL LEVEL. ALTERNATIVE FUELS WILL NOT ONLY ENHANCE ENVIRONMENTAL PERFORMANCE BUT ALSO ENERGY SECURITY. THE AIR FORCE IS CONVERTING HALF ITS FLEET TO SYNTHETIC FUEL BY 2015. AND THEY ARE LOOKING TO RENEWABLE FUELS WHICH *COULD* GET US TO A CARBON NEUTRAL AIRPLANE. ALTERNATIVE FUELS ALSO OPEN UP ALTERNATIVE ENGINE COMBUSTION DESIGNS THAT IN TURN CAN REDUCE AVIATION'S ENVIRONMENTAL FOOT PRINT OVER TIME. THE U.S. HAS INSTITUTED THE COMMERCIAL AVIATION ALTERNATIVE FUEL INITIATIVE (CAAFI). WORKING WITH A CROSS SECTION OF AIRLINES, MANUFACTURERS, AIRPORTS, PETROLEUM FIRMS, AND OTHER FEDERAL AGENCIES-- AS WELL AS INTERNATIONAL PARTICIPANTS -- WE WILL PRODUCE A ROAD-MAP FOR EXPLORING ALTERNATIVE FUELS FOR COMMERCIAL AVIATION.

FINALLY, THE UNITED STATES ENDORSES THE IDEA OF **MARKET-BASED MEASURES TO ASSIST IN MANAGING AVIATION ENVIRONMENTAL IMPACTS** IN APPROPRIATE CIRCUMSTANCES. AS I MENTIONED EARLIER, THE BIGGEST MARKET-BASED INCENTIVE IS THE PRICE OF FUEL; AND UNLIKE EUROPE, THE UNITED STATES HAS HAD A FUEL CHARGE IN PLACE ON ITS AIRLINE'S DOMESTIC OPERATIONS FOR DECADES. INDEED, CONCEPTS LIKE EMISSIONS TRADING WERE ORIGINALLY DEVELOPED IN THE U.S. BUT IT IS ABSOLUTELY CRITICAL THAT SUCH MEASURES BE BASED ON SOUND SCIENCE, BE COST-BENEFICIAL, AND BE DRIVEN BY CONSENSUS FORMED AT THE ONLY GLOBAL ORGANIZATION THAT EXISTS TO SOLVE THIS PROBLEM -- THE INTERNATIONAL CIVIL AVIATION ORGANIZATION (ICAO).

ICAO HAS AN INDISPENSABLE ROLE TO PLAY IN PROVIDING GUIDANCE ON THE USE OF SUCH MEASURES, INCLUDING HOW STATES THAT ADOPT THEM SHOULD RESPECT EACH OTHER'S SOVEREIGNTY. WE STRONGLY BELIEVE THAT SUCH GUIDANCE SHOULD REQUIRE THE MUTUAL CONSENT OF STATES TO MARKET-BASED MEASURES THAT HAVE EXTRATERRITORIAL EFFECT. WE THOUGHT THAT THE LAST ICAO ASSEMBLY HAD AGREED AS MUCH WHEN THE ASSEMBLY STATED THAT MEMBERS SHOULD "REFRAIN FROM IMPOSING UNILATERAL ENVIRONMENTAL MEASURES". THUS, YOU CAN UNDERSTAND OUR DISAPPOINTMENT WHEN, CONTRARY TO THAT AGREEMENT, THE EUROPEAN UNION PUT FORWARD LEGISLATION THAT WOULD FORCE

INTERNATIONAL AIRLINES INTO A EUROPEAN EMISSION TRADING SYSTEM THAT WAS DEVELOPED WITHOUT THE CONSENT OF THEIR GOVERNMENTS OR THEIR INPUT. LIKE MOST OF THE GLOBAL AVIATION COMMUNITY, WE REGARD THIS APPROACH AS CONTRARY TO THE CHICAGO CONVENTION, BILATERAL AIR SERVICES AGREEMENTS, AND NATIONAL SOVEREIGNTY.

THE CONTROVERSY SURROUNDING THE EU PROPOSAL IS HELPFUL, HOWEVER, IN SHOWING THAT WHAT DIVIDES US IS NEITHER THE SCIENCE, NOR THE RECOGNITION THAT A PROBLEM EXISTS AND MUST BE ADDRESSED. WE ALL AGREED AS MUCH AT THE LAST ICAO ASSEMBLY. NOR IS THERE DIVISION ABOUT THE NEED TO ADDRESS AIR TRAFFIC INEFFICIENCIES, PROMOTE BETTER TECHNOLOGY, OR EXPLORE ALTERNATIVE FUELS. MANY COUNTRIES ARE ALREADY WORKING ON INITIATIVES IN THESE AREAS TO ADDRESS AVIATION EMISSIONS. NOR, AS I SAY, IS THIS A DISAGREEMENT OVER THE CONCEPT OF MARKET-BASED MEASURES.

WHAT DIVIDES US IS A BELIEF THAT THERE CAN BE A “ONE SIZE FITS ALL” SOLUTION THAT, BY DEFINITION, IGNORES THE SOVEREIGNTY, THE DIVERSITY OF EXPERIENCES, AND THE ECONOMIC NEEDS OF ICAO’S MEMBER STATES. NOT ONLY DOES SUCH AN APPROACH LACK LEGAL FOUNDATION, MORE IMPORTANTLY, IT GOES AGAINST THE CORE VALUE OF ICAO, WHICH IS TO DEVELOP **HARMONIZED** STANDARDS AND POLICIES THAT PROMOTE AVIATION THROUGH COLLABORATION AND CONSENT IN

MANAGING INTERNATIONAL AVIATION. THE UPCOMING ICAO ASSEMBLY IN SEPTEMBER SHOULD RESOLVE THE ISSUE OF SO-CALLED “GEOGRAPHIC SCOPE” BY ISSUING EXPLICIT GUIDANCE REQUIRING MUTUAL CONSENT FOR EXTRATERRITORIAL SCHEMES.

ICAO HAS TAKEN MANY IMPORTANT STEPS TO MANAGE AVIATION’S ENVIRONMENTAL IMPACTS. I BELIEVE ALL OF US UNDERSTAND AND ARE COMMITTED TO DOING MORE. AT THE UPCOMING ASSEMBLY IN SEPTEMBER, WE WILL USE THE OPPORTUNITY TO ESTABLISH A **POSITIVE, SCIENCE AND TECHNOLOGY-BASED PROGRAM** WITH CONCRETE ACTIONS TO ADDRESS THE ENVIRONMENTAL CHALLENGES FACING AVIATION IN COST-EFFECTIVE WAYS. IF WE DON’T, IT WILL BE AN OPEN INVITATION FOR THE EU TO CONTINUE DOWN THE UNILATERALIST ROAD. A CORNERSTONE OF SUCH A PLAN SHOULD BE ICAO’S GLOBAL AIR NAVIGATION PLAN, TO ACHIEVE QUANTIFIABLE ENVIRONMENTAL BENEFITS FROM MORE EFFICIENT AIR NAVIGATION TECHNOLOGIES, PROCEDURES AND ROUTES – WORKING THROUGH ITS REGIONAL OFFICES TO ADAPT AND IMPLEMENT TO THE CIRCUMSTANCES OF PARTICULAR AREAS OF THE WORLD. ICAO SHOULD ALSO ENCOURAGE ITS MEMBERS TO FACILITATE RESEARCH ON CRITICAL SCIENTIFIC ISSUES; FOSTER MORE ENVIRONMENTALLY EFFICIENT ENGINE AND AIRCRAFT DESIGNS AND THE DEVELOPMENT OF ALTERNATIVE FUELS; PROMOTE OTHER POLICIES AND PRACTICES- THAT PROVIDE COST-

EFFECTIVE SOLUTIONS TO TACKLE THE SIGNIFICANT CHALLENGE OF REDUCING AVIATION'S ENVIRONMENTAL FOOTPRINT.

THIS AUDIENCE KNOWS WELL THAT AVIATION IS AN ENGINE FOR THE WORLD ECONOMY. WE MUST ENSURE THAT IT CAN OFFER THE SAME BENEFITS AND OPPORTUNITIES FOR THE WORLD'S CITIZENS IN ITS SECOND CENTURY AS IT DID IN ITS FIRST. WE CAN'T AND WON'T HIDE BEHIND THE ARGUMENT THAT SAYS, "WE'RE LESS THAN THREE PERCENT OF GREENHOUSE GASES." WE MUST STEP UP TO THE PLATE WITH A COMPREHENSIVE VISION OF A PLAN TO DEAL WITH AVIATION EMISSIONS IN A POSITIVE WAY THAT ACCOMMODATES GROWTH. I WAS ENCOURAGED BY THE POSITIVE RESPONSE OF MOST COUNTRIES TO OUR FIVE-PILLARS APPROACH PRESENTED IN MONTREAL LAST WEEK. THE U.S. IS CONFIDENT WE CAN BE SUCCESSFUL, IF WE WORK TOGETHER THROUGH COLLABORATION, PARTNERSHIP, AND CONSENT- TO BUILD AN EFFECTIVE FRAMEWORK TO ADDRESS THE MANY AND SIGNIFICANT ENVIRONMENTAL CHALLENGES AVIATION FACES.

THANK YOU.